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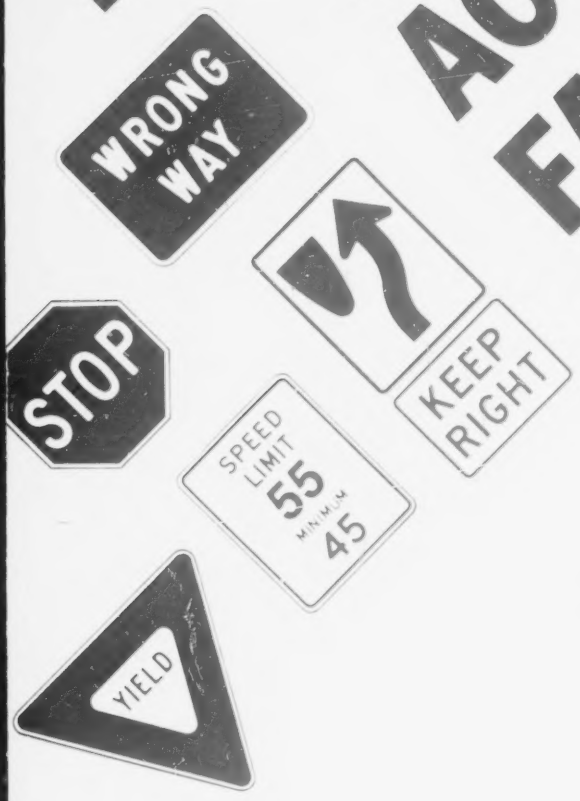
MICHIGAN TRAFFIC ACCIDENT FACTS 1985



prepared by the
Michigan Department of
State Police

PREFACE

Following a trend begun last year, 1985 traffic fatalities reflected an increase as the toll reached 1,569.

Compared with 1984, road deaths were up 0.8 percent, injuries climbed 4.4 percent, and total accidents escalated 15.4 percent.

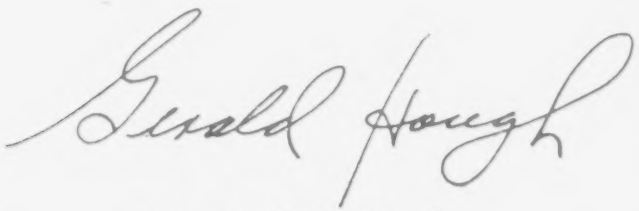
These figures translated into a death rate of 2.3 per one hundred million miles of travel, an increase from the previous all-time low of 2.1.

Exposure factors in 1985 showed across the board increases. They included: Motor vehicle registrations up 5.4 percent to 6.86 million; vehicle travel mileage up 4.1 percent to 68.4 billion; and the number of licensed drivers up 1.0 percent to 7.20 million.

Factors influencing the traffic death toll and rate in 1985 were felt to include the trend toward higher speeds (non-compliance with the 55 MPH limit) and increased travel. These factors, in combination, increased the fatality count and tended to counter some of the benefits of safety belt usage.

Data on accidents in this booklet were obtained from individual reports and summaries provided by local police departments, sheriff jurisdictions, and the Department of State Police. Other related information was obtained from the Departments of Transportation, State, and Public Health.

Grateful appreciation is expressed to all involved agencies for their assistance.



Col. Gerald L. Hough
Director
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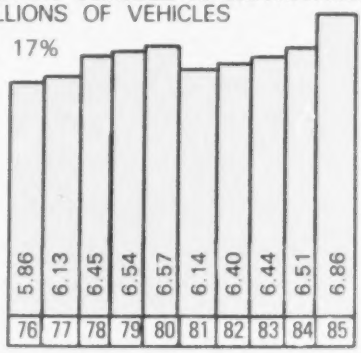
1985 QUICK FACTS

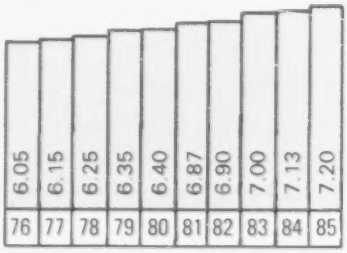
- There were **386,904** reported accidents of which **106,438** were personal injury type and **279,055** were property damage type accidents.
- A traffic accident was reported every **1** minute **22** seconds.
- Children under the age of 15 accounted for **54.3** percent of the bicycle deaths.
- One person was killed every **5** hours and **35** minutes as a result of a traffic accident.
- Of those fatal accidents where the drinking condition was determined, **46.5** percent indicated that alcohol was a factor.
- There were **157,417** persons injured, crippled, or maimed in accidents.
- One person was injured every **3** minutes and **21** seconds in a traffic accident in Michigan in 1985.
- The economic loss in Michigan traffic accidents amounted to **$1,663,140,000**.
- For each person killed there were **100.3** persons injured.
- Excessive speed was indicated as the hazardous action by **26** percent of the drivers involved in fatal accidents.
- Of the **2,189** drivers involved in fatal accidents, **14.6** percent were under 20 years of age and **33.2** percent of all drivers involved in fatal accidents were under 25 years of age.
- Of all fatal accidents, **28.3** percent occurred at intersections.
- In the last five years, **7,462** persons have been killed in Michigan traffic accidents. This is an average of **1,492** per year. During the previous five-year period, **9,604** persons were killed for an average of **1,921** per year.
- One out of every **5,784** persons living in Michigan was killed in a traffic accident; one out of every **58** persons was injured.
- The **1,569** persons killed were the result of **1,411** fatal accidents for an average of **1.11** deaths per fatal accident.
- **59.8** percent of all accidents occurred in URBAN areas, BUT **66.6** percent of all traffic deaths occurred in RURAL areas.
- The pedestrian death toll for Michigan stands at **251** persons. This represents an increase of **1** death over the 1984 figure.
- For each pedestrian killed, there were **18.6** pedestrians injured.
- Of the pedestrians killed, **38** percent were killed while crossing streets other than at intersections.
- Of the pedestrians killed, **29.1** percent were under the age of 20 years and **28.3** percent were 55 and older.
- During the past five years, a total of **1,243** pedestrians have been killed, an average of **249** per year.
- Of the **911,012** vehicle occupants involved in accidents, **502,102** or **55.1** percent were using occupant restraints.

MICHIGAN TRAFFIC TRENDS (1976-1985)

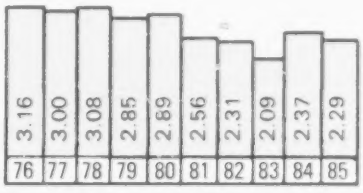
MOTOR VEHICLE REGISTRATIONS
MILLIONS OF VEHICLES
UP 17%



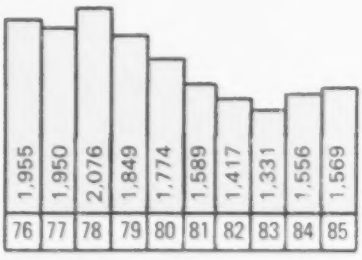
TOTAL DRIVERS
MILLIONS OF DRIVERS
UP 19%



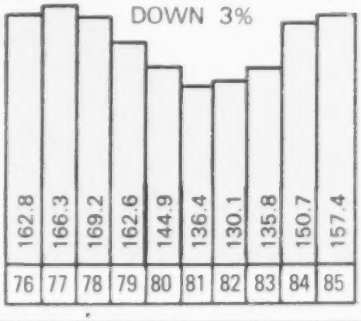
MILEAGE DEATH RATE
DEATHS PER 100 MILLION VEHICLE MILES
DOWN 28%



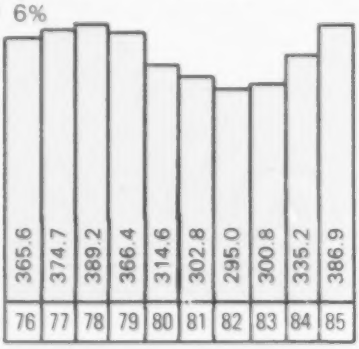
DEATHS
NUMBER OF DEATHS
DOWN 20%



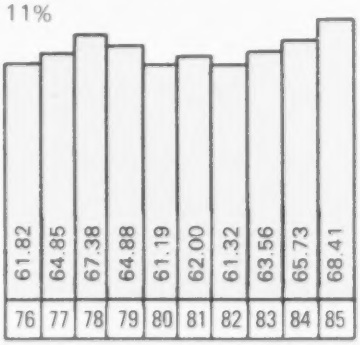
INJURIES
THOUSANDS OF INJURIES
DOWN 3%



ACCIDENTS
THOUSANDS OF ACCIDENTS
UP 6%



VEHICLE MILES TRAVELED
BILLIONS OF MILES
UP 11%



A fatality was counted when a person died due to injuries from a traffic accident, up to one year after the accident. Starting in 1979 this time period was reduced to 90 days after the accident.

1984-1985 SUMMARY TRENDS

- Total accidents increased **15.4%** statewide.
- Fatal accidents increased **1.4%**.
- Persons killed increased **0.8%**.
- Injury accidents increased **5.7%**.
- Persons injured increased **4.4%**.
- Persons sustaining "A" type injuries (the most serious) increased **3.8%**.
- Vehicle occupants, driver and passenger deaths increased **1.7%**.
- Non vehicle occupants, pedestrians, bicyclists, motorcyclists, farm equipment, and other deaths decreased **1.1%**.
- Drinking was a factor in **46.5%** of all fatal accidents where the drinking condition was reported, a decreased of **9.7%** from the 1984 figure.

ANNUAL SUMMARY	1984	1985	PERCENT CHANGE
NUMBER OF ACCIDENTS			
Total Accidents	335,193	386,904	+15.4
Fatal Accidents	1,392	1,411	+ 1.4
Personal Injury Accidents	100,710	106,438	+ 5.7
Property Damage Accidents	233,091	279,055	+19.7
PERSONS KILLED			
Male	1,087	1,079	- 0.7
Female	469	490	+ 4.5
TOTAL	1,556	1,569	+ 0.8
Drivers	748	724	- 3.2
Passengers	341	383	+12.3
Pedestrians	250	251	+ 0.4
Bicyclists	47	46	- 2.1
Motorcyclists	150	142	- 5.3
Farm Equipment	6	3	-50.0
Other	14	20	+42.9
TOTAL	1,556	1,569	+ 0.8
DRINKING IN FATAL ACCIDENTS			
Had Been Drinking	704(50.6%)	645(45.7%)	- 8.4
Had Not Been Drinking	664(47.7%)	741(52.5%)	+11.6
Unknown Drinking	24(1.7%)	25(1.8%)	+ 4.2
PERSONS INJURED			
"A" Injury	21,252	22,064	+ 3.8
"B" Injury	44,717	45,097	+ 0.8
"C" Injury	84,771	90,256	+ 6.5
TOTAL	150,740	157,417	+ 4.4
PERSONS IN ACCIDENTS			
Killed and Injured	152,296	158,986	+ 4.4
Not Injured	713,109	834,631	+17.0
TOTAL	865,405	993,617	+14.8

The continuous presence of alcohol as a factor in accidents indicates a need for more legislation in the accident field whereby all drivers involved in accidents would be subjected to a chemical test to determine their blood-alcohol content.

As a measure of accomplishment, Michigan's death rate per 100 million miles has been driven downward from an all-time high of 16.8 in 1935 to the moderate low of 2.3 for this year. Applying the 100 million mile death rate unit to the past three decades will reveal marked progress in the effort to save lives on the state's roadways.

A multi-factored effort may be credited with this overall improvement and rests largely on some rather exhaustive participation by several disciplines. Improved highway engineering techniques, technical advances in automobile design and manufacture, emergency medical treatment advancement, more adequately trained drivers, and the efficient use of selective enforcement have all been responsible for this better experience.

Traffic accidents, in general, result from various causes, direct and indirect. The three elements of traffic; the driver, the highway, and the motor vehicle, contribute, in some measure, to every accident. A preponderance of evidence, however, points to driver error as the chief cause of the majority of accidents.

Many common driver failures can be cited as contributory factors in accidents. Without any particular priority, enforcement investigation shows irresponsible attitude, lack of skill, inattention, fatigue, physical impairment, lack of knowledge, and failure to drive defensively as some of the accident-producing factors. It may be noted that the more experienced driver compensates for many of these self-induced mistakes, drawing on learned skills and experiential techniques.

Significantly, driver age group 15-24 represents 20.5 percent of the total licensed drivers in Michigan. However, they account for a disproportionate number of all accidents at 31.2 percent and an involvement of 33.2 percent in all fatal accidents. Comparing other ten-year age groupings with this record underscores the high risk potential of the group and strengthens conclusions drawn from past law enforcement experiences.

One of the best prospects for accident reduction and safer driving is a quality driver education and driver improvement program. This program enrolls 97 percent of eligible students in qualifying courses annually. Driver improvement schools, relating to courts, work to reestablish proper driving skills and attitudes in problem drivers.

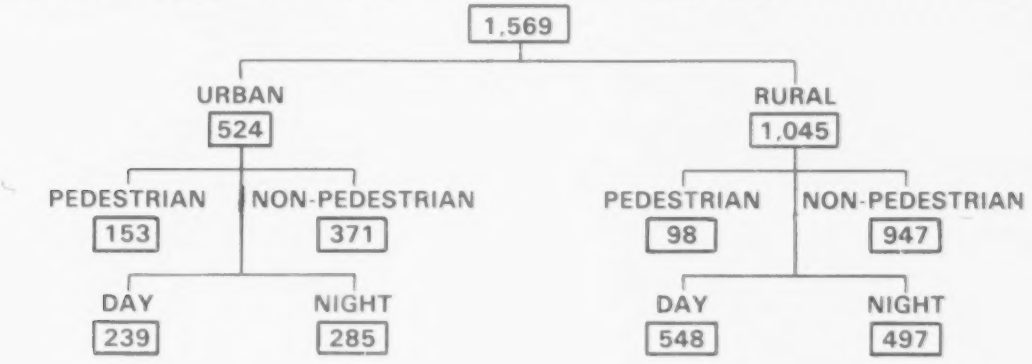
With the entrance of the Federal Government into the state traffic safety field (Highway Safety Act of 1966), an acceleration of research and development is producing promising dividends. Variables such as highway design, attitudinal research, and program studies are being given a closer look with an eye toward more comprehensive accident prevention planning. Conclusions cannot be easily reached and the complexity of the total problem demands intensified enforcement participation.

With exposure factors of increased traffic continuing to mount, it is obvious that every effort must be made to implement effective programs. The combined Federal-State jurisdictions will need maximum support from officials and citizens alike if the present trend is to be continued and more lives are to be saved.

PRINCIPAL CLASSES OF MOTOR-VEHICLE DEATHS

About two out of every three deaths in 1985 occurred in places classified as rural. In URBAN areas, 29.2 percent of the victims were pedestrians and in RURAL areas, 90.6 percent of the victims were occupants of motor vehicles. Approximately 50 percent of all deaths occurred in night accidents.

Total Pedestrians	**251**	**Total Day**	**787**
Total Non-Pedestrians .	**1,318**	**Total Night**	**782**



FATAL ACCIDENTS BY DATE AND MONTH

Date	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
01.....	4	5	3	3	1	4	5	3	7	6	11	3	50
02.....	2	7	3	1	5	7	5	6	4	1	7	2	52
03.....	*	3	2	2	4	2	3	5	6	4	5	1	37
04.....	5	*	2	3	7	2	6	4	3	4	1	4	41
05.....	3	2	1	4	5	4	2	5	3	3	3	10	45
06.....	5	3	2	1	4	2	8	4	2	5	5	2	39
07.....	5	5	3	8	1	4	4	4	4	4	3	5	48
08.....	1	2	4	2	1	9	1	5	3	4	4	4	40
09.....	4	7	6	1	2	9	4	2	1	*	11	4	51
10.....	5	1	1	5	5	4	5	5	3	3	3	5	45
11.....	5	3	*	3	5	8	2	7	6	5	3	2	49
12.....	3	5	*	7	6	5	5	2	1	5	2	3	44
13.....	6	1	1	6	9	5	7	4	5	4	2	2	52
14.....	3	5	6	7	6	*	4	2	12	3	5	5	58
15.....	1	2	1	3	*	9	3	1	3	4	6	3	36
16.....	3	4	3	2	*	9	7	8	*	3	4	2	45
17.....	5	1	2	3	2	4	5	8	3	5	4	2	44
18.....	7	*	2	5	4	4	2	*	2	7	6	3	42
19.....	4	2	2	9	7	4	4	4	*	7	4	5	52
20.....	4	3	3	4	4	5	11	3	2	3	2	7	51
21.....	1	2	1	8	4	4	5	2	5	3	3	7	45
22.....	4	2	2	5	4	7	3	7	6	2	4	12	58
23.....	1	5	4	4	5	7	5	6	4	2	7	4	54
24.....	7	2	1	2	6	*	3	9	3	5	3	4	45
25.....	1	4	1	5	4	4	1	2	2	5	9	1	39
26.....	1	1	3	5	8	4	5	1	5	13	3	9	56
27.....	3	1	3	7	5	7	3	1	7	3	8	7	50
28.....	1	4	2	3	2	6	8	4	7	*	2	6	45
29.....	*	-	2	1	1	4	4	2	4	2	8	3	31
30.....	3	-	3	3	3	10	4	3	5	2	6	3	47
31.....	1	-	*		5	-	4	1	-	6	-	1	20
TOTALS...	98	82	69	122	123	153	132	124	115	123	139	131	1411

*Deathless Days Holiday Period